



IMPORTANT FACTS FOR BUSINESS MEN:

WORTH CONSIDERING.

Have you ever stopped to calculate the damage which Rats and Mice can do your stock?

In a large city like Hongkong the destruction done any mercantile stock by Rats and Mice in greater than the cost of insurance against fire and other losses.

A few boxes of NEWTON'S RAT CHEESE used about your premises will positively keep these pests away.

NEWTON'S RAT CHEESE is prepared ready for use, and all that is necessary to do, is sprinkle about where the rats run and they find it all right. They don't die in the house, but seek the drains or vaults for water, after eating.

NEWTON'S RAT CHEESE IS GUARANTEED.

SURE DEATH TO COCKROACHES, WATER-BUGS, WHITE ANTS, &c.

NEWTON'S ROACH POWDER

Will rid a house of such in 48 hours. It never fails to give perfect satisfaction, and is absolutely harmless to human beings.

Every house-keeper should not fail to try this ROACH POWDER.

Remember it's 'NEWTON'S' and NEVER FAILS in its work.

SOLE MAKERS OF CINCHONA TONIC AND CLARADE.

WATKINS LIMITED,

CHEMISTS, AERATED WATER MANUFACTURERS,
APOTHECARIES' HALL,

66, QUEEN'S ROAD CENTRAL, HONGKONG.
FACTORY—MASONS' LANE.

WAI KIN TAI YEUK FONG.

房藥大建威

Branches also at CANTON, SHANGHAI, HANKOW & PEKING.

old! I am now going to a theological college to read for the Church. I must, because the only part of my education that remains with me is what I learned in Berlin about the nothingness of existence.

Rather a curious groundwork for a clerical career, isn't it? I suggested, but as I spoke the train stopped and he stepped wearily out.—P. M. G.

THE POPE'S DAY.

In *Cassell's Magazine* Mr Richard Davey contributes an article on 'Pope Leo XIII,' whose day is certainly a busy one for a man of over four-score years:—Leo XIII. dines at two o'clock, his dinner consisting of a cup of broth, eggs, fish, and chicken, but he rarely, if ever, eats meat. His Holiness boasts that he has not tasted beef or mutton more than a dozen times in the whole of his life. Many, many years ago he had a touch of the gout, and was informed by his physician that unless he dieted himself very strictly that unpleasant malady would become his master. He preferred a very plain diet to so troublesome a tyrant. He drinks only two glasses of Bordeaux a day, but he is extremely fond of fruit and salad with plenty of vinegar. The Pope always dines alone, but in bygone times, when a sovereign has been invited to partake of a meal with the Pontiff, he was expected to sit at the table but not to eat until his august host had finished. This rigorous etiquette was introduced in the 17th century in order to efface the memories of certain festive banquets at which the Borgias and Medici Popes had occasionally presided not only in the company of sovereigns, princes, and prelates, but of such gay ladies as Lucrezia Borgia and Giulia Farnese. After dinner his Holiness takes a nap, which is followed by a drive in the park. He is carried down in a special chair or

SOFT, FAIR, DELICATE SKIN. A clear and healthy complexion produced by using 'GOWLAND'S KALYPO,' the most soothing, healing, and refreshing preparation, and was made possible by the most delicate skin. It prevents and removes Freckles, Tan, Sunburn, Redness, Roughness, Itch, Catarrhs, Eruptions, Irritation, Stings of Insects, Eczema, Burns, imparts a luminous beauty to the complexion, and arrays the neck, hands and arms in matchless whiteness, unobtainable by any other means. Ask Stores and Chemists for 'GOWLAND'S KALYPO,' and avoid poisonous imitations.

portant to the garden, where he enters a black landau with red wheels upholstered in white damask, drawn by a pair of large black horses. His Holiness's stables are not particularly splendid, and contain only twelve horses and two mules. When out driving the Pope wears a red mantle and a scarlet hat. At the back of the carriage hang two footmen in the purple and scarlet livery of the Papacy, and an escort of mounted guards precedes and follows the carriage. If anybody has the honour of accompanying the Pope, he invariably sits opposite him. The drive generally lasts two hours, and is sometimes interrupted by a short walk, when the Pope uses an ebony cane with a gold top. His Holiness sups at ten o'clock after having said his evening prayers. Then the newspapers are read to him, and at eleven he retires to his room, where he sits down to his desk and attends to his private correspondence and to the composition of those numerous and exceedingly remarkable encyclicals which he periodically addresses to the Archbishops and Bishops of the Catholic world. It is sometimes one o'clock before he finally retires to bed.

DURING the past 35 years 500,000 tons of Coal have been burnt in manufacturing LEMCO to all the little earthenware Pots known everywhere. Lemco is the genuine Liebig Company's Extract.

Any fool can find fault; most fools do. A woman that is well, in perfect health, is a rarity. The majority of women have some ailment—some disorder of which to complain. They are weak, 'all-fired-out,' 'broken down,' the roses have vanished from their cheeks, the smile from their eyes, the cheerfulness from the voice. They are peaked, pale and puny. The ruby lips are purplish or blanchet, the sparkling eye is dimmed and the bewitching charms of youth are faded. This all due to ill-health. Why women should be so unhealthful, science will not permit of discussion here. But it is a fact. Their systems are debilitated, all run-down and need toning up. The stimulating effects of a tonic and tissue builder are required.

Stearns' Wine of Cod Liver Oil fills the bill and will produce marvellous results in many cases. Stearns' Wine restores health and vitality, builds up the system with new and healthy tissues and banishes the raging, indescribable pains. The headaches, backaches, bearing-down pains, due to female weakness, disappear under its influence. It is a most excellent tonic and reconstructive. Wholesale from A. S. Watson & Co., Ltd., Hongkong.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Engs.	I.H.P.	Captain.	Last reported at.
Alacrity	despatch-vessel	1700	—	3000	Comdr. Seymour E. Erskine	Amoy
*Albion	battleship, 1st class	12,350	10	13,500	Captain W. V. Hewitt, R.N.	Hongkong
Archona	cruiser, 2nd class	1030	6	1400	Commander Walter Carey	Newchwang
Argonaut	cruiser, 1st class	4300	10	5000	Captain J. Startin	Shanghai
Blenheim	cruiser, 1st class	11,000	10	18,000	Captain H. Cherry	Hongkong
Brantford	gunboat, 1st class	9000	12	13,000	Captain F. H. Henderson	Hongkong
Britomart	gunboat, 1st class	710	6	1300	Lieut.-Com. F. M. Leake	Hongkong
Cerberus	cruiser, 1st class	710	6	1300	Lieut.-Com. F. M. Leake	Foochow
Cerberus	water tank and tug	12,000	14	21,000	Captain H. M. Tudor	Amoy
Colosse	cruiser, 2nd class	300	—	300	Master T. Pussmore	Hongkong
Endymion	cruiser, 2nd class	5000	11	9500	Captain R. H. S. Stokes	Hongkong
Exe	cruiser, 1st class	7350	12	10,000	Captain W. A. Page	Amoy
Esperanza	g.-bt. 3rd class coast defence	363	3	200	Lieut.-Com. Godfrey	Shanghai
Esperanza	sloop	1070	10	1400	Fleet Reserve	Hongkong
Esperanza	torpedo boat destroyer	363	3	200	Comdr. J. Graham	Singapore
Esperanza	cruiser, 3rd class	1680	12	3200	Lt.-Com. C. B. Beatty-Pownall	Hongkong
Esperanza	gunboat, 2nd class	455	4	800	Captain W. A. Carter	Hongkong
Esperanza	battleship, 1st class	12,950	10	13,500	Captain Lewis Wintz	Hongkong
Esperanza	torpedo boat destroyer	275	6	400	Lieut.-Com. G. C. Hardy	Yokohama
Esperanza	torpedo boat destroyer	275	6	400	Fleet Reserve	Hongkong
Esperanza	storeship	1840	—	800	Comdr. H. J. Davison	Weihaiwei
Esperanza	cruiser, 2nd class	4600	15	9000	Fleet Reserve	Hongkong
Esperanza	torpedo boat destroyer	250	5	300	Lt.-Comdr. G. E. Powell	Yantai-Kiang
Esperanza	river gunboat	180	2	400	Re-building	Hongkong
Esperanza	river gunboat	180	2	400	Comdr. C. W. M. Plenderleath	Hongkong
Esperanza	river gunboat	180	2	400	Captain W. G. White	Hongkong
Esperanza	battleship, 1st class	12,350	10	13,500	Lt.-Com. C. P. Mansel	Hongkong
Esperanza	torpedo boat destroyer	360	6	600	Commander W. H. Nicholson	Hankow
Esperanza	sloop	1015	6	1400	Capt. Harry C. Reynolds	Hongkong
Esperanza	cruiser, 2nd class	3900	8	7000	Lt.-Com. Morris H. Smyth	Hongkong
Esperanza	Surveying-vessel	855	6	650	Com. D. St. A. Wake	Hongkong
Esperanza	ship	980	10	1400	Lieut.-Com. G. G. Webster	Hongkong
Esperanza	river gunboat	85	2	240	Comdr. C. A. W. Hamilton	Hongkong
Esperanza	sloop	980	6	1400	Lieut.-Com. Murray Lockhart	Hongkong
Esperanza	river gunboat	85	2	240	Lt.-Comdr. Worsley	Shanghai
Esperanza	gun-vessel, 2nd class	156	2	870	Fleet Reserve	Hongkong
Esperanza	torpedo boat destroyer	260	6	600	Fleet Reserve	Hongkong
Esperanza	cruiser, 2nd class	5600	11	9000	Captain F. G. Stopford	Foochow
Esperanza	receiving ship	4650	6	—	Commander Robinson	Hongkong
Esperanza	river gunboat	180	2	800	Lt.-Comdr. R. W. Dalgety	Shanghai
Esperanza	cruiser, 1st class	14,200	14	23,000	Captain Percy Scott, C.B.	Hongkong
Esperanza	coast defence gunboat	363	3	200	Temporarily employed surveying	Hongkong
Esperanza	sloop	980	10	1400	Lieut.-Com. W. O. Lyne	Hongkong
Esperanza	Surveying ship	820	—	450	Lt.-Com. C. Mackenzie, D.S.O.	Hongkong
Esperanza	torpedo boat destroyer	360	6	500	Fleet Reserve	Hongkong
Esperanza	coast defence ship, armoured	2750	4	1000	Lieut.-Com. Hugh Somerville	Hankow
Esperanza	river gunboat	150	2	550	Lieut.-Com. Chilcott	Shanghai
Esperanza	river gunboat	150	2	550		

* Flag of Vice-Admiral Sir Cyprian A. G. Bridge, K.C.B., Commander-in-Chief.

** Flag of Rear-Admiral Harry T. Grenfell, C.M.G.

G. FALCONER & Co.,

WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF

DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.

LARGE ASSORTMENT OF SPECTACLES.

PINCE-NEZ AND EYE PRESERVES.

G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.

64, QUEEN'S ROAD.

EAST PRAJA RECLAMATION SCHEME.

AS PROPOSED TO THE HONGKONG GOVERNMENT AND THE MARINE LOT-HOLDERS BY THE HON. C. P. CHATEL.

The Full Details Printed in Pamphlet Form.

NOW READY.

Copies may be had at 'CHINA MAIL' Office.

Price 75 Cents each.

THE
CHINA AND JAPAN
TELEPHONE
AND
ELECTRIC COMPANY,
LIMITED.

NEW REGULATIONS.

SUBSCRIBERS are notified that when A CALL IS MADE and the TELEPHONE IS NOT ANSWERED by the PERSON ACTUALLY REQUIRED, instead of Listening until this Person can be found it is better to give their Name and Number to anyone answering, and then TO RING OFF.

WHEN THE PERSON REQUIRED REACHES THE INSTRUMENT, A FRESH CALL CAN THEN BE MADE FROM THAT END.

For full particulars, &c., &c.,

Apply to

W. STUART HARRISON,
Manager.

Hongkong, September 1st 1901.

ADVERTISE

ADVERTISE

ADVERTISE

'The Life of Trade.'

A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Medium for Advertising is

China Mail.

Read by all Classes in the Colony, and undoubtedly the

POPULAR & LEADING PAPER.

Established over Half-a-Century

TELEPHONE NO. 224.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. & C. CHEE, 37th EDITION.

ESTABLISHED 1850.
A CHEE & CO

祥利廣

17a Queen's Road.

**Furniture
Dealers.**

DRAWING-ROOM,
DINING-ROOM
and BEDROOM
FURNITURE.
ELECTRO-PLATED,
GLASS and
CHINA WARES.

PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS,
and HOUSEHOLD
REQUISITES.

**Photo = =
= graphic
Department**

Photographic Goods of
Every Description.

EASTMAN'S
KODAKS, FILMS,
and ACCESSORIES.

Developing and
Printing Undertaken

We have fitted out an
Establishment for the
Sole purpose of execut-
ing work for Amateurs.

A CHEE & CO

17a Queen's Road.

CENTRAL.

A Few Doors East of Hongkong Hotel.

Telephone No. 157.



D. C. L. GIN,

OLD TOM and

DRY.

The Finest London Gin in this

Market.

\$7 50 per dozen.

H. PRICE & CO.,

MEMOS. FOR TO-MORROW.

Amusements.

Miscellaneous.

General Memoranda.

Friday, April 11.

Saturday, April 12.

Sunday, April 13.

Monday, April 14.

Tuesday, April 15.

Wednesday, April 16.

Thursday, April 17.

Friday, April 18.

Saturday, April 19.

Sunday, April 20.

Monday, April 21.

Tuesday, April 22.

Wednesday, April 23.

Thursday, April 24.

Friday, April 25.

Saturday, April 26.

Sunday, April 27.

Monday, April 28.

Tuesday, April 29.

Wednesday, April 30.

Thursday, May 1.

Friday, May 2.

Saturday, May 3.

Sunday, May 4.

Monday, May 5.

Tuesday, May 6.

Wednesday, May 7.

Thursday, May 8.

Friday, May 9.

Saturday, May 10.

Sunday, May 11.

Monday, May 12.

Tuesday, May 13.

Wednesday, May 14.

Thursday, May 15.

Friday, May 16.

Saturday, May 17.

Sunday, May 18.

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Thursday, May 22.

Friday, May 23.

Saturday, May 24.

Sunday, May 25.

Monday, May 26.

Tuesday, May 27.

Wednesday, May 28.

Thursday, May 29.

Friday, May 30.

Saturday, May 31.

Sunday, June 1.

Monday, June 2.

Tuesday, June 3.

Wednesday, June 4.

Thursday, June 5.

Friday, June 6.

Saturday, June 7.

Sunday, June 8.

Monday, June 9.

Tuesday, June 10.

Wednesday, June 11.

Thursday, June 12.

Friday, June 13.

Saturday, June 14.

Sunday, June 15.

Monday, June 16.

Tuesday, June 17.

Wednesday, June 18.

Thursday, June 19.

Friday, June 20.

Saturday, June 21.

Sunday, June 22.

MARRIAGE.

On the 27th February, at St. John's Episcopal Church, Dunfermline, by the Rev. R. M. Ainsley, M.A., Vicar of St. Saviour's, Liverpool, under the bride, assisted by the Rev. P. C. McRae, M.A., Rector of St. John's, DAVID LANDALE, Shanghai, China, elder son of the late Rev. David Landale, Applegarth, to MILDRED SCOTCH (WISSE), second daughter of JOHN FORTUNE, Esq., Blackwood, Auldgirth, Dumfriesshire.

DEATHS.

On the 2nd April, at Shanghai, Rev. C. K. MARSHALL (Dau Tao Zeh).
On the 3rd April, at No. 10, Tientsin Road, Shanghai, JOSE ALBERTO, second son of Ignacio L. de Cruz, aged 2 years.

The publication of this issue commenced at 6.00 p.m.

The China Mail.

HONGKONG, WEDNESDAY, APRIL 9, 1902.

EDITORIAL COMMENT.

We regret to learn that the KOWLOON applications for entry to the school. Kowloon School have fallen far short of the number anticipated by Government. Taking into consideration the enthusiastic manner in which the Government has taken up the matter and the efforts that are to be made to provide high class education in an exclusively European school at a much lower fee than is charged at Shanghai, and having regard to the agitation kept alive by the public, especially the Kowloon residents, during the past seven or eight years, the apparent lack of interest now exhibited by European parents on the Peninsula is quite incomprehensible. It will be a regrettable feature of the attempt to establish schools for European children in Hongkong, if the Government is compelled, from lack of responsive sympathy and practical support from the European residents, to abandon the Kowloon project and concentrate its attention on the European School on the Hongkong side of the Harbour. That is by no means a remote contingency, and if the Government should resort to this suggestion the European residents in Kowloon will have only themselves to blame. We are astonished to learn that even some of the signatories of the public petition for an exclusively European school have failed to apply to the Inspector of Schools in accordance with the advertisement published in the local newspapers. Will it have to be said that the prospects of the School are imperilled by the failure of these parents to accept the educational facilities provided for their children at their own request? It may be that some are withholding their applications until the School is actually opened. But if this is the case, we would point out that this is imposing a handicap upon the authorities. If this is to be maintained as a purely European School, without even European pupils, it is essential that applications for admission should pass through the hands of the Inspector of Schools, and as we understand Mr. Irving, who has done so much already to formulate the present scheme and bring it to its present satisfactory issue, goes on leave on the 16th inst., it is highly desirable that applications should reach him at an early date. We hope the public will understand that this arrangement is made for the sake of establishing the School on a high standard at the outset and has nothing whatever to do with red-tape formalism. It lies with the public, by their show of appreciation or the reverse, to wreck the Government attempts to meet a long-felt want of the European community.

To a Correspondent.
Your paragraph regarding Good Templar Concert is unavoidably held over, having reached us too late for insertion in to-night's issue.

Failures in Sourabaya.

At Sourabaya, last year, forty-three import firms were let in for two and a half millions of guilders from failures among second-hand Asiatic traders, of which one half may be set down as dead loss. Worse is expected this year from the smaller insolvent Asiatic dealers dragging down the larger ones whose position is shaky.

Exchange.

Rates have come weak day by day from Shanghai, the telegraphic transfer quotation received to-day being only 2 1/4. The present price of silver does not warrant such a serious drop as we have experienced. Quotations of exchange in Hongkong have fallen in sympathy with those received from the north, and have to-day touched the record figure of 1 1/2 for T. T. No doubt the course of exchange in Shanghai is being largely influenced by the requirements of the Chinese Government for payment of instalment of principal and interest on their outstanding loans, to which has to be added the heavy amount they have to remit on account of the recent indemnity.

LOCAL AND GENERAL.

Notes by the Way.

Women defend the wearing of corsets on economic grounds; there is less waist.

Tonnetools are often mistaken for mushrooms and gill is sometimes mistaken for genius.

General Wood has formally recommended the raising of the sunken U.S. battleship Maine.

The U.S. Senate Philippines Committee is considering the advisability of visiting the islands.

President Roosevelt has messaged Congress asking for authority to maintain diplomatic consular relations with Cuba.

The Chinese Exclusion bill has been favorably reported on by the House of Representatives. It applies to all U.S. insular possessions.

A Portuguese, residing on the ground floor of No. 22, Shelley Street (No. 3 Health District) has been removed suffering from plague. This makes the seventh case this season.

By a proclamation dated 7th inst., His Excellency the Officer Administering the Government, with the advice of the Executive Council, declares Manila to be an infected port.

The retirement of General Otis, formerly Governor-General and Commander-in-Chief in the Philippines, brought out a general order highly commendatory to his distinguished services.

About the only country that isn't coming forward with evidence of the assistance and sympathy that it gave the United States during the Spanish war is poor old Spain herself.

Private Daniel Healey was hanged at Nueva Caceres on the 2nd inst. for murdering a comrade, Sergeant William Moreland, 27th U.S. Infantry. The murder took place on the 4th April, 1901, and the intervening period has been occupied by appeals for reprieve.

Apricot of water supply (says the Singapore Free Press) the position in Hongkong seems to be incredible, largely due to prolonged absence of rain but also due to the entire inefficiency of the Hongkong water supply in case of even moderate emergency.

Captain Merchant, 8th U.S. Infantry, died at Manila on the 2nd inst. Captain Merchant was formerly an aide-de-camp on the staff of General Ludlow in Cuba, and has an enviable record. His wife is a niece of Mrs. Claflie, wife of the Division Commander, with whom she is at present living.

A Captain Fined.

At Singapore, on the 2nd inst., Captain W. Chubb, Master of the s.s. *Sylphium*, was fined \$20 and costs for refusing to sign the declaration required for the delivery of mails to the Post Office officials.

Sunday as a Day of Rest.

The Government of Netherlands-India has recently directed officials to take greater heed in observing Sunday as a day of rest. This has aroused much adverse criticism. It is pointed out that many officials take so much rest on that day that working on Sundays now and then would do them no harm. Further, it is made out that if the Government wish to get better work out of officials by giving them rest on Sundays, that aim would be better attained by closing all clubs on that day, or by closing them unfailingly at 9 p.m.

The Credit System.

Hongkong is not the only place where the European firms are making a stand against the credit system in dealing with Asiatics. The Commercial Association at Sourabaya has discussed the idea, broached by Mainz and Co. at Batavia, that the best way of checking fraudulent failures among Asiatic traders is by doing away with the credit system. The main ground of objection lay in the argument that second-hand dealers had not enough of capital to go on with and were too dependent on native buyers, who had long been accustomed to purchase on credit. Any change in the credit system to be at all effective must begin from below, but the trouble is that it is almost impossible to move the Javanese to adopt ready money methods. It was then proposed to amend matters by prevailing upon the banks to refuse to discount all paper drawn by Chinese and Arab traders. This idea fell through on its being shown that European firms would soon feel the bad effects of it, through their having to keep in consequence larger amounts of cash with an increasing number of failures as result. It was then suggested that measures might be taken to reduce the term of credit which now runs to six months, gradually, during a course of years. Several bankers upon this threw out doubts whether the European firms would ever stick to such agreements.

WIFE: "Who will mend your clothes when I am gone?" Husband: "Nobody, I'll be able to buy new clothes then!"

LOCAL AND GENERAL.

Cholera at Manila.

Down to the 4th inst., 122 cases of cholera had occurred in Manila and 99 deaths. The hiding of dead bodies by Chinese and Filipinos is giving the Board of Health much concern.

Insurance Risks.

A correspondent of a Straits contemporary writes:—Lloyd's have had another chin under a small policy, but the business will yield a 50 per cent. profit at 2/60 per cent. I saw a mixed book of risks in the hands of a broker on Monday last, burglary, fire, Cecil Rhodes's life, twins (the lady had previously obliged with two twins and sundry singles), and a dividend guarantee. On Mr Rhodes' life 16 guineas was paid for 12 months, and 25 guineas have since been asked. The twins risk was done at 10 guineas, a very low rate in the circumstances, both to live for 24 hours or no claim. One underwriter, and father of a family, too, on looking over the particulars of the risk quoted 50 per cent. It was a callow youth with blonde curls who wrote it at 10 guineas.

Proposed Gold Standard in Philippines.

After a five hours' meeting, the American Chamber of Commerce in Manila recommended the enactment of laws which will give to the Philippine Islands the present gold standard in force in the United States, with the present gold and currency denominations now in use. The Americans are a practical people, and now that they have Colonial interests to influence their Imperial policies they may bring about currency reforms in the Far East which will compel foreign merchants in China to take some practical steps irrespective of local banks and of local banking interests. The present unsatisfactory state of the silver market and of Far Eastern exchange is far from beneficial to trade, and the time will come when merchants will be compelled to action that will free them from the uncertainty that hampers them now and always has hampered trade between China and gold-using countries since the first serious collapse of silver.

Cleansing Fires at Manila.

Parola barrio, the filthiest blot in all Manila, and the breeding place of many a case of cholera, was destroyed by fire on the 28th ult. Major Maclean and Major Maus, of the Health Department; Lieutenant Sever and Sergeant Welch with every available River and Harbor policeman, numbering thirty-five; Fire Chief Hoey and two of the municipal engine companies with apparatus; and Captain Luis Yangoes with his own private fire-engine, were very much in evidence during the proceedings. Commissioner Dean C. Worcester and Dr. Frank Bouras were also present. The previous day, all the inhabitants of the village had been taken to detention camps at San Lazaro and a strong force of police kept on guard to prevent robbery, previous to the general appraising of property, for which the city government has very generously provided compensation. Parola barrio, otherwise known as "shack-town," consisted of a conglomerate mass of bamboo huts, built on bamboo poles over the mud flats.

'Driving the Golden Spike.'

The arrival of the mail steamer *Pere* in Manila was made a matter of great advertisement. Acting Governor Wright, Professor Dean C. Worcester, and sundry others made speeches. We make the following extract from the speech of Mr. Green, of the Manila American Chamber of Commerce:—

It was the American Chamber of Commerce that began this agitation, through its correspondence, its representations to Congressmen, etc., for the coming of this line. It is well fitting to the occasion that we celebrate this evening. We are sorry that an account of the maritime our plans were curtailed. But I want to assure you, Captain Pillsbury, that our hearts are with you as much as if we had stanced out here with fifty launches. History is simply a story of the sequence of events. The country that had no events, has no history. We are today making history by an event of which, Captain Pillsbury, you are the man who is driving the golden spike, which is to tie the commerce of the United States and the Orient. As the history of the progress of the American people in the Philippine Islands, this event will stand out as a landmark in the development of the islands. It means that from now on the American merchants can lead their wares on American ships. That is what we have been fighting for. We have come to the Philippine Islands for a purpose. We are here for something higher than mere commerce—to develop a people. We believe that we Americans here in the Philippines can get out the products of the soil and of the mountains. We can lead these people to learn to get what they will learn to need of our products. When the Filipino learns to need what we consider necessary, when he needs to have flour and other American merchandise he will have to work to get the wherewithal to purchase. Therefore to get that comes much of the labor question will be settled. Captain Pillsbury, I congratulate you on being the first captain that has ever brought a merchant ship from San Francisco to these islands.

A GOOD COUGH MEDICINE.

[From the Gazette, Townsville, Australia.]

I find Chamberlain's Cough Remedy is an excellent medicine. I have been suffering from a severe cough for the last two months, and it has effected a cure. I have great pleasure in recommending it.—W. C. WOCKER. This is the opinion of one of our oldest and most respected residents, and has been voluntarily given in good faith that others may try the remedy and be benefited, as was Mr. Wocker. This remedy is sold by All Dealers; WATKINS & Co., Ltd., General Agents.

TELEGRAMS.

[CHINA MAIL'S SPECIAL SERVICE.]

THE MANCHURIAN CONVENTION.

THE WITHDRAWAL OF RUSSIAN TROOPS.

(From Our Own Correspondent.)

SHANGHAI, April 9, 11.12 a.m.

M. Lessar, the Russian Minister at Peking, and Prince Ching, the representative of the Russian Government, have signed the Manchurian Convention.

The period allowed for the withdrawal of the Russian troops from Manchuria is eighteen months.

SINGAPORE HARBOUR.

CHAMBER OF COMMERCE DISAPPROVES.

(From Our Own Correspondent.)

SINGAPORE, April 9, 11.12 a.m.

The Singapore Chamber of Commerce, by a majority, disapproves of Mr Matthews' scheme for the extension and improvement of the Harbour, and recommends instead limited harbour and river improvements.

[With reference to the above, the Singapore Free Press of the 1st inst. says:—The Chamber of Commerce holds a special meeting on April 8th, to afford members the opportunity of discussing the proposals of Mr Matthews for Singapore Harbour Improvement, and to obtain the opinion of the Chamber thereon. Does this form of motion preclude discussing other proposals than those of Mr Matthews? There are many members of the Chamber who would not doubt like to do more than express their opinions on Mr Matthews' proposals, and since the subject is down for discussion surely 'harbour improvements in general' might be the basis. Ed., C.M.]

THE PEACE NEGOTIATIONS.

Reuter's Kionia correspondent states that, although Mr Schalk-Burger and his companions are now in communication with ex-President Steyn and Commandant De la Haye, not much progress is being made, owing to the distance separating the negotiators.

THE FOOTBALL DISASTER.

Later reports on the Glasgow football disaster state that 22 persons were killed and 250 injured.

SOUTH AFRICA.

Commandant Kritzing Acquired.

Lord Kitchener telegraphs that the Boer Commandant Kritzing has been acquired, and will be treated as an ordinary prisoner of war.

Commandants Pretorius and Prinsloo Killed.

The Boer dead in fighting which occurred at Boschmanskop include Commandants Pretorius and Prinsloo.

CRICKET.

ARMY ORDNANCE CORPS. CRAIGENOWER.

Teams representing the Army Ordnance Corps and Craigenower Cricket Club played at Happy Valley, and the match resulted in a tie. For the Ordnance team, Rutter played well for 49, and received valuable assistance from Lillywhite. The innings closed for 115. Stuart, who claimed 5 wickets, was the most successful bowler. Craigenower, though starting more than well, quite mastered the bowling after the fifth wicket. Pastonji's 45 was the outcome of good cricket. The finish was very exciting, the last man being caught out with the score at 115. The match therefore ended, as stated above, in a tie.

ARMY ORDNANCE CORPS.

Lillywhite, b Stuart..... 24

Rutter, b Mitchell..... 49

Lashbrook, b Stuart..... 0

Langley, b Mitchell..... 6

McGibbon, b Stuart..... 3

Bromley, c Pastonji, b Stuart..... 1

Burgess, c Ford, b Gubbins..... 1

Catrell, b Mitchell..... 2

Lindsay, b Stuart..... 2

Moore, not out..... 6

Extras..... 6

Total..... 115

CRAIGENOWER.

M. E. Asgar, b Langley..... 0

F. Ford, b Lillywhite..... 2

L. A. Ross, b Asgar..... 2

H. Hartman, c Hatwell, b Langley..... 3

R. Pastonji, c and b Hatwell..... 45

R. Bea, c Hatwell, b Langley..... 2

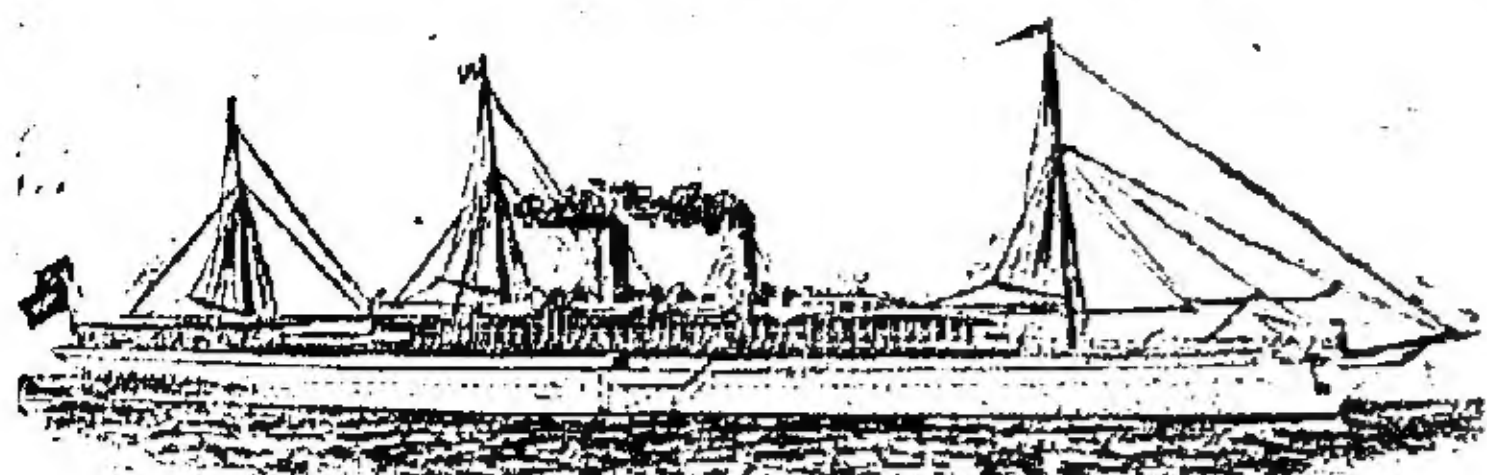
L. Stuart, not out..... 25

R. C. Mitchell, c Hatwell, b Bromley..... 2

A. E. Asgar, run out..... 0

J. H. Gubbins, b Lillywhite..... 2

Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Callings: SHANGHAI, NAGASAKI, KORE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.
Sailing 3 to 7 Days across the Pacific.

Proposed Sailings from Hongkong.

R.M.S. TARTAR * Capt. R. BEETHAM, R.N.R. ... WEDNESDAY, April 16.
R.M.S. EMPRESS OF INDIA * Capt. D. P. MARSHALL, R.N.R. ... WEDNESDAY, April 23.
R.M.S. EMPRESS OF JAPAN * Capt. H. P. ... WEDNESDAY, May 14.
R.M.S. ATHENIAN * Capt. H. ... WEDNESDAY, May 21.
R.M.S. EMPRESS OF CHINA * Capt. R. ... WEDNESDAY, June 4.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INDIAN SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, N. York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CABS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

Special Extra Service.

The Company's Extra Steamships "ATHENIAN" and "TARTAR" have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, and also Storage. The "TARTAR" takes First Class and Storage Passengers only. The run is usually made between YOKOHAMA AND VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
PRINCE STREET.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OREGON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Adria, Capt. KNUTH, 23rd April, 1902, Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Saxon, Capt. FOKER, 7th May, 1902, Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Saxon, Capt. JAGGER, 21st May, 1902, Freight.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOBI, KORE AND YOKOHAMA: FOR PORTLAND, OREGON, and VICTORIA, B.C.

Operating in CONJUNCTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	Captain	HONGKONG
INDRAVELLI	4,899	W. E. CRUICK, R.N.R.	April 20, 1902
INDRAPURA	4,898	A. E. HOLLINGSWORTH	May 14, 1902
INDRAMAYA			June 14, 1902

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, 26th March, 1902.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Destinations	Sailing Dates
AWA MARU, N. TRENST, MIKE MARU, M. YAO, SHINANO MARU, M. J. CURSON, KASUGA MARU, H. FRASER, HIROSHIMA MARU, T. MURAI, WAKASA MARU, J. B. MACHILLAN, YAWATA MARU, A. E. MOSES, TOSA MARU, H. CHRISTIANSEN	MARSEILLES, ANTWERP, and LONDON, via SINGAPORE, PENANG, COLOMBO & PORT SAID. MOBI, KORE & YOKOHAMA. VICTORIA, B.C. and SEATTLE, U.S.A. via MOBI, KORE and YOKOHAMA. NAGASAKI, KORE AND YOKOHAMA. BOMBAY, via SINGAPORE and COLOMBO. KORE & YOKOHAMA. SYDNEY and MELBOURNE, via THURSDAY ISLAND, TOWNSVILLE and BRISBANE. VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOBI, KORE AND YOKOHAMA.	SATURDAY, 19th April, at Daylight. TUESDAY, 22nd April, at Noon. THURSDAY, 24th April, at 4 p.m. FRIDAY, 25th April, at Noon. FRIDAY, 25th April, at Noon. FRIDAY, 25th April, Daylight. THURSDAY, 1st May, at 4 p.m. SATURDAY, 5th May, at 4 p.m.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Charter Road.

A. S. Mihara, Manager.

Hongkong, April 9, 1902.

Shipping.

OCEAN STEAMSHIP COMPANY

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	IMPERIAL	10th April
GLASGOW AND LIVERPOOL	GLAUCUS	17th April
GLASGOW AND LIVERPOOL	GLAUCUS	24th April
GLASGOW AND LIVERPOOL	GLAUCUS	30th April
GLASGOW AND LIVERPOOL	DECCALION	7th May

FOR LONDON DIRECT, (Taking Cargo at London Rates), 10th April.

FOR LONDON DIRECT, (Taking Cargo at London Rates), 15th April.

FOR LONDON DIRECT, (Taking Cargo at London Rates), 18th April.

FOR LONDON DIRECT, (Taking Cargo at London Rates), 23rd April.

FOR LONDON DIRECT, (Taking Cargo at London Rates), 28th April.

FOR LONDON DIRECT, (Taking Cargo at London Rates), 13th May.

For Freight, apply to BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

CHINA NAVIGATION CO., LIMITED.

FOR SHANGHAI, TAIWAN, KASHING, 10th April.

FOR SHANGHAI, TAIWAN, KASHING, 11th April.

FOR SHANGHAI, TAIWAN, KASHING, 28th April.

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Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATES

FOR SHANGHAI, NAGASAKI, KORE, YOKOHAMA, 12th April.

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Banks.

GUARANTY TRUST COMPANY OF
- NEW YORK.
(AMERICAN BANK).
Established 1864.

PAID UP CAPITAL ...U.S. \$2,000,000 Gold.
SURPLUS & UNDIVIDED PROFITS..... do. 4,758,600 Gold
U.S. \$6,758,600 Gold.

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PAER'S BANK LIMITED.
HONGKONG OFFICE—4, DES VŒUX ROAD.
General Banking and Exchange business
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INTEREST ALLOWED.
On Current Accounts at 2 1/2 per annum.
On Fixed Deposits:
for 3 months 2 1/2 per cent. per annum,
" 6 " 3 1/2 " "
" 12 " 4 " "
N. G. EVANS, *Acting Manager.*
Hongkong, March 10, 1902. 244

DEUTSCH-ASIATISCHE BANK.
PAID-UP CAPITAL, Shai Tls. 5,000,000.

HEAD OFFICE: SHANGHAI.
BOARD of DIRECTORS: BERLIN.
BRANCHES.

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LONDON BANKERS :
Messrs N. M. Rothschild & Sons.
Union Bank of London, Ltd.
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Interest allowed on Current Account.
Deposits received on terms which may be
learned on application. Every description
of Banking and Exchange business trans-
acted.

H. SCHOTTLENDER,
Acting Manager.

Hongkong, December 12, 1901. 298

**THE CHARTERED BANK OF INDIA,
AUSTRALIA, AND CHINA.**
INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP	\$2800,000
RESERVE LIABILITY OF SHARE- HOLDERS	\$2800,000
RESERVE FUND	\$2575,000

INTEREST allowed on Current Account
at the rate of 2% per annum on the Daily
balances.

On Fixed Deposits for 12 months 4	%
" " " 6 "	3 1/2
" " " 3 "	2 1/2

T. H. WHITEHEAD,
Manager

Hongkong, July 9, 1901. 84

ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisements:—

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to this Office not later than 11 a.m. Next Advertisements should be sent in before 3 p.m.

BAIN & REID.

'CHINA MAIL' Office. Dec. 1900.

A RAMBLE THROUGH SOUTHERN
FORMOSA:
By G. TAYLOR, I. M. Customs.

With Woodcuts
[Reprinted from the *China Review*.]
One of the Best Sketches of Formosa L
yet written.

Price \$1.00.
'CHINA MAIL' Office, 5 Wyndham Street
Hongkong.

THE
Bangkok Times

**THE LEADING NEWSPAPER
IN SIAM**
And widely circulated in Malaya, Cochin
China, the Straits Settlements,
and Burma.
A DAILY NEWSPAPER, with a weekly I
Edition (6000 copies)

SUBSCRIPTION, DAILY (postage extra).
 delivered free locally, \$30 a year
WEEKLY, Post Free. \$20 a year.
ADVERTISING RATES. Per inch (8 lines)
 \$1.25, one insertion; \$2.80, 1
 times; \$4, a week; \$8, a first mo.
 subsequent months, \$4.

A UNIQUE FEATURE of the "Bald

A black and white line drawing of a steamship on the water. The ship has a large smokestack at the stern emitting a plume of smoke. It features a complex superstructure with multiple decks and a large paddlewheel at the bow. The water is depicted with small, dark, irregular shapes representing waves or ripples.

WHEEL STEAMERS have been found by experience to be the best type of vessel for shallow river navigation under many conditions of working, and of these Messrs. YARROW have built a very large number of successful examples for all parts of the world.

Vessels on this system are constructed when required, to draw as little as 10 inches.

The construction of shallow river vessels propelled on various systems has been made the speciality of Messrs. YARROW & Co., Ltd.

For particulars apply to
YARROW & CO., LTD., Shipbuilders,
SOCIETY LONDON.

WORCESTERSHIRE SAUCE.

Agents for LEA & PERRINS' WORCESTERSHIRE SAUCE.

CROSSE & BLACKWELL'S
 **LTD.**

By Special Warrant His Majesty
Purveyors to The King.

CELEBRATED OILMAN'S STORES.

Foreign Men-of-war on the China and Japan Station

Name.	Flag and Description.	Tons.	Grns.	H.P.	Captain.	Last reported at
Maria Theresa	Austrian cruiser	5900	30	10,000	Captain Hans	Shanghai
Alouette	French gunboat	300	—	—	Lieut. A. Bely	Shanghai
Aspie	French gunboat	475	3	450	Commander Journe	Saigon
Bengali	French cruiser	336	—	—	Lieut. Fille	Kobe
Baguead	French cruiser	4000	19	9000	Capt. Lefevre	Hongkong
Cassiopeus Laubet	French cruiser	3800	—	—	Capt. De Epimy St. Luc	Saigon
Comete	French gunboat	525	—	—	Commander Louel	Danckong
Duciedé	French gunboat	650	—	—	Commander Leguay	Hongkong
D'Eatonsteaux	French flag-ship	5114	14	12,300	Captain Fourme	Hongkong
Descartes	French cruiser	4000	11	8500	Capt. de Saum	Saigon
Eclair	French cruiser	1858	4	2050	Capt. Texier	Taku
Eclair	French cruiser	1858	10	3000	Captain Adam	Amoy
Flamant	French gunboat	1200	6	2200	Capt. de la Motte du Portail	Saigon
Kermont	French gunboat	470	—	—	Capt. Bécue	Taku
Lion	French cruiser	3368	11	8500	Captain Metel	Amoy
Paol	French cruiser	5437	8	6071	Captain Nony	Along Bay
Redoubtable	French cruiser	1800	—	—	Capt. Vincent	Saigon
Sury	French gunboat	623	2	960	Captain Mornet	Shanghai
Surprise	French cruiser	—	—	—	Captain Blondel	Is wonghé wasa
Vautan	French gunboat	—	—	—	—	Canton
Vigilant	French gunboat	400	4	441	Comdr. Villeneuve	Nagasaki
Vipère	French gunboat	—	—	—	—	—
Bassard	German gunboat	1600	—	2000	Comdr. von Bassewitz	Kintouchou
Fürst Bismarck	German flag-ship	11,000	36	14,000	Captain Friedrich	Amoy
Geier	German gunboat	1600	8	—	Commander Hilbrand	Shanghai
Har-ssu	German cruiser	6000	20	10,000	Capt. Dierowski	Tsingtan
Hertha	German cruiser	6000	20	10,000	Capt. Dierowski	Shanghai
Hil-ssu	German gunboat	1000	10	1300	Lieut. Commander Schamer	Kobe
Jaguar	German gunboat	900	10	1300	Comdr. Berger	Pootchow
Kaiserin Augusta	German cruiser	6200	20	14,000	Captain Engleke	Singapore
Lueth	German gunboat	870	—	—	Capt. Dachtard	Shanghai
Schwale	German gunboat	1120	5	1600	Capt. Boerner	Shanghai
Schwalbe	German gunboat	1000	8	2600	Comdr. Hoffmann	Shanghai
Souder	German gunboat	2600	24	8000	Capt. von Samson	Singapore
Thetis	German gunboat	900	10	1300	Comdr. von Mittelsadt	Tsingtau
Vier	German gunboat	—	—	—	Comdr. von Weise	Shanghai
Vorwärts	German gunboat	—	—	—	—	—
Lombardi	Italian cruiser	2000	10	6843	Captain John Boat	Shanghai
Marco Polo	Italian cruiser	4583	16	10,543	Captain Porti	—
Puglio	Italian cruiser	2250	10	7000	Captain Canale	Shanghai
Vesuvio	Italian cruiser	4500	14	6820	Captain Zeri	Shanghai
Zaire	Portuguese gunboat	600	—	—	Captain Mello	Macao
Admiral Nachinoff	Russian cruiser	9000	18	8000	Captain Sternman	Port Arthur
Albat	Russian gunboat	810	6	730	Capt. Guinter	Vladivostok
Anuar	Russian cruiser	2900	5	4700	Comdr. Graskethiko	Port Arthur
Bobre	Russian gunboat	1050	8	1150	Capt. Zaslavsky	Nowchwang
Guidamak	Russian gunboat	900	9	3500	Comdr. Yousief	Port Arthur
Greninatchy	Russian gunboat	1400	6	2000	Capt. Smirnov	Port Arthur
Kromchoi	Russian battleship	12,364	44	14,500	Captain Jesson	Port Arthur
Guilak	Russian gunboat	1000	6	1000	Comdr. Shannoff	Port Arthur
Koretz	Russian gunboat	1213	7	1000	Capt. Novikovsky	Shanghai
Mandjour	Russian gunboat	1224	7	1400	Commander Munierel	Vladivostok
Olavny	Russian gunboat	1490	6	2000	Comdr. Vasilief	Port Arthur
Petroviovsk	Russian battleship	10,980	10	10,670	Captain Jakovief	Port Arthur
Poltava	Russian battleship	10,980	10	10,630	Captain Osoroff	Port Arthur
Rasbinyoff	Russian cruiser	1334	10	1756	Capt. Kivninsky	Port Arthur
Rurik	Russian protected cruiser	15,220	32	17,000	Captain Supreninoff	Vladivostok
Sevastopol	Russian battleship	10,923	26	14,250	Capt. Matsuevich	Port Arthur
Sivotch	Russian gunboat	10,960	16	10,600	Capt. Flodossief	Port Arthur
Sivotch	Russian gunboat	950	2	1125	Lieut. Comdr. Ivanoff	Port Arthur
Varyag	Russian cruiser	1050	8	1120	Capt. Tassoff	Taku
Vysok	Russian gunboat	6500	27	20,000	Capt. Beh	Shanghai
Zabinka	Russian cruiser	5000	9	1190	Capt. Zagoriansky-Kissel	Port Arthur
Zabinka	Russian cruiser	1200	6	1194	Comdr. Abramoff	Port Arthur
Annapolis	U. S. gunboat	1000	10	1277	Commander Karl Rohrer	—</

